

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: \_\_\_\_\_ Inventory Number ~~PG:79-106~~ PG:79-106

Address: 15404 Marlboro Pike, Prince George's County - in the vicinity of Upper Marlboro

Owner: Jackson, Hazel G. LE ETAL

Tax Parcel Number: 106 Tax Map Number: 93

Project <sup>US</sup> MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district? ☒ no ☐ yes Name of District: \_\_\_\_\_

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-story vernacular house has a side-gabled roof and an addition. The addition, with a side-gabled roof, projects from the east elevation of the main section of the house. The one-story addition is sided with plywood and a small entry porch is located in the addition. The main house is two-bays wide and has a pair of six-over-six double hung sash windows and a large fixed window with a single pane of glass.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922. The pre and post World War II years in Prince George's County saw a large increase in the population due to the influx of wartime workers and the close proximity of the northern portion of the county to the

Prepared by EHT Traceries, Inc.

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Reviewer, Office of Preservation Services

10/14/93  
Date

Reviewer, NR Program

Date

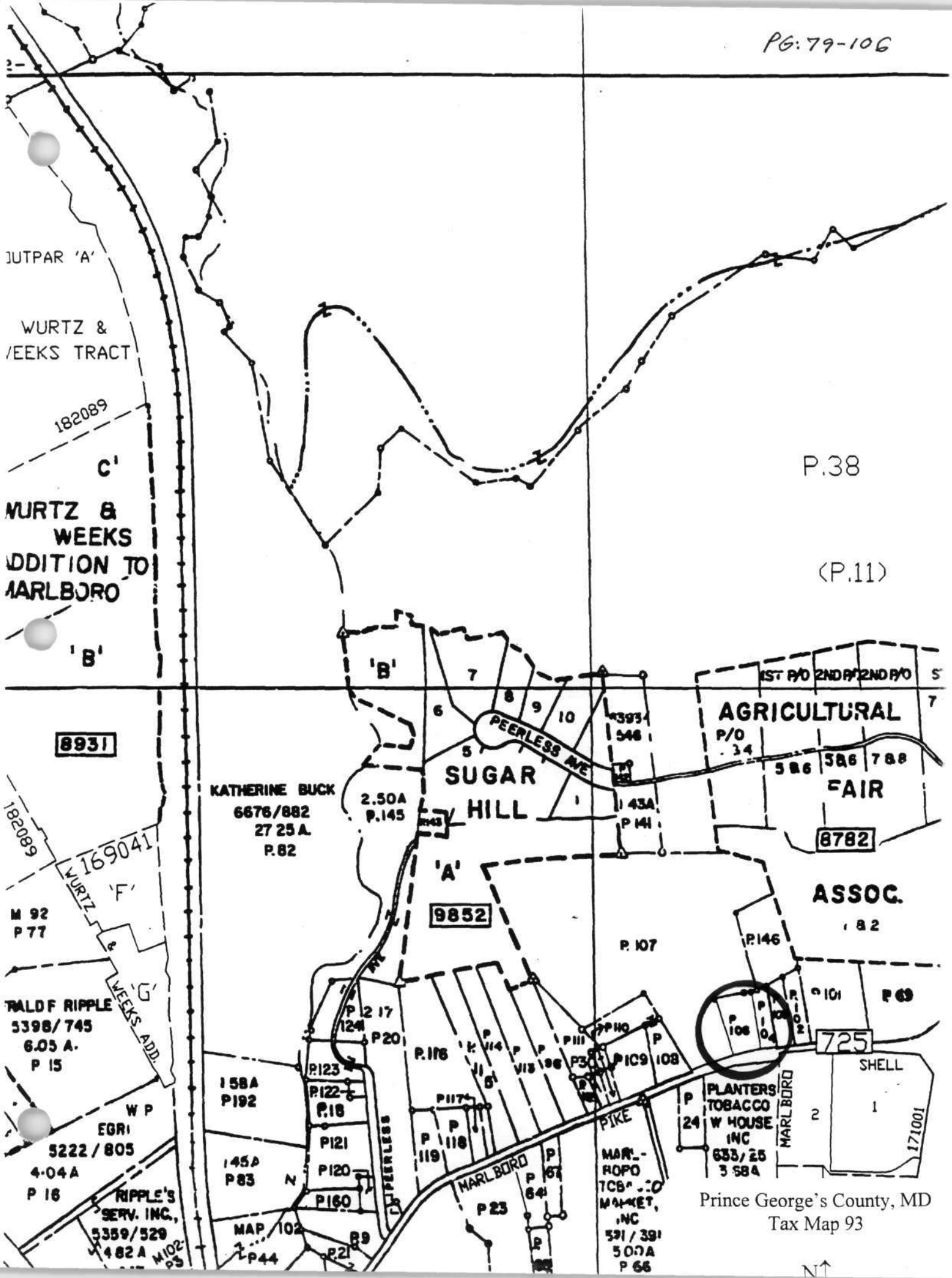
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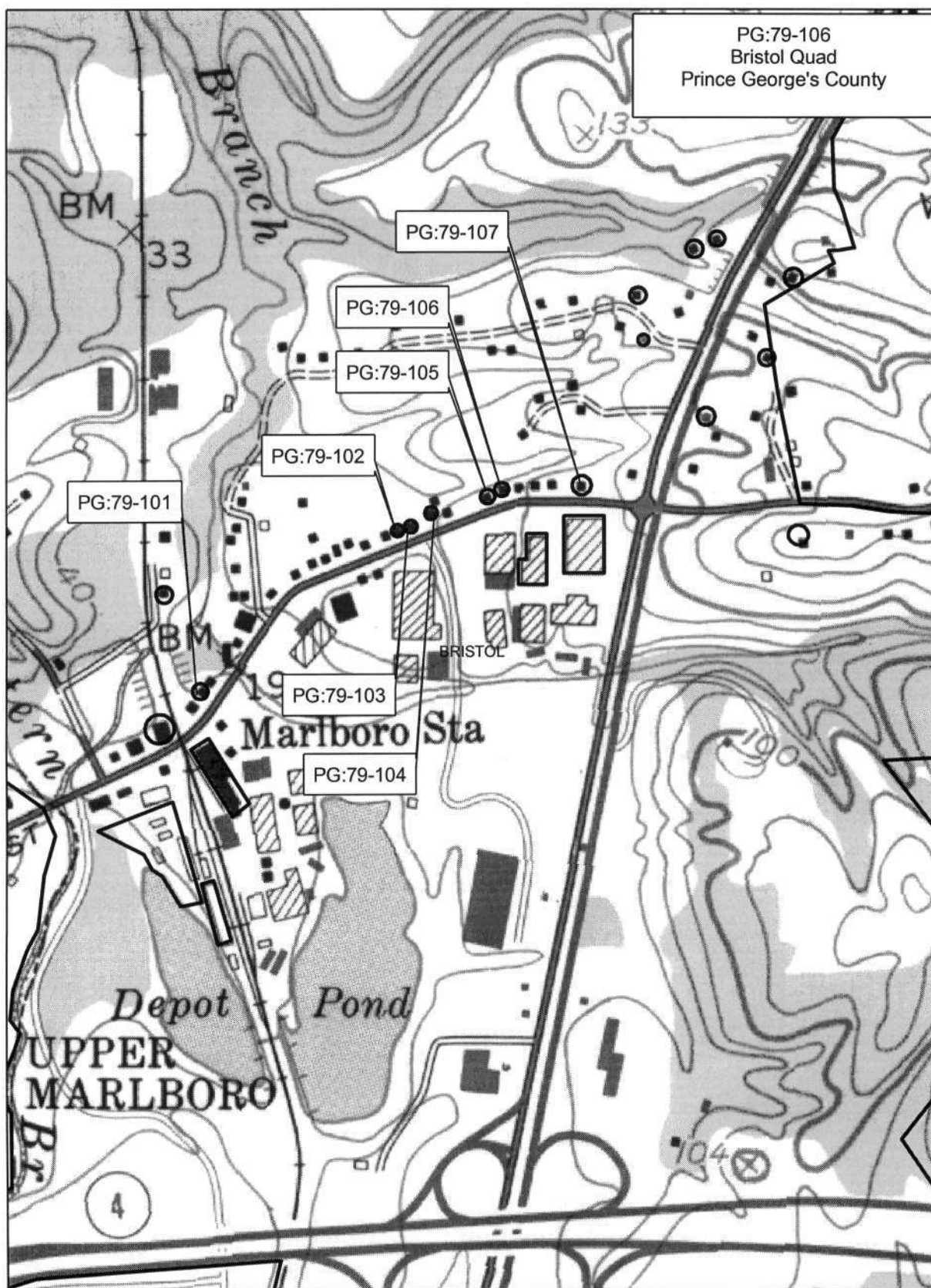
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nation's capital.

The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic. By 1950, Prince George's County's population had risen to 193, 799 persons, more than double the population of ten years earlier.

The c. 1940 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.







~~PG: 79-106~~ PG: 79-106  
15404 Marlboro Pike  
Prince George's County, MD  
Traceries  
June, 1999  
MD SHPO  
View of South Elevation  
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